

Special points of interest:

- MVRC to be held Monday, April 21st at 10:00 a.m. Room 5112 State Office Bldg..
- Kelly Kay is engaged. She will be married in May.
- Sam & Valerie Lee have new baby boy.
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April 2003

From the Director

During the past few fiscal years, I have been receiving many calls from various customers and fleet stakeholders on "How to reduce statewide fleet expenses". I'm always excited to receive calls like this. It shows that everyone is interested in saving the taxpayers money. As a custodian of the taxpayer, Fleet Operations takes this directive seriously and is always looking for more ways to cut statewide fleet costs. Since the Legislature formed the division in 1997, Fleet has eliminated millions annually in unnecessary fleet expenses.

Below is a list of potential cost cutting ideas to help you manage your individual fleets more efficiently.

- ❑ Fleet could help you identify low utilization vehicles to target for the reduction. It's much more cost-effective to lease low use vehicles on an "as needed" basis.
- ❑ Identify agency Alternative Fuel Vehicles (AFV) and mandate use of the AFV fuel, where practicable. This could save an agency up to 50% of the total fuel expenses.
- ❑ Fleet could help you look at downsizing some of the existing fleet to smaller, less costly vehicles. This could reduce your monthly lease payment budget (IE. Crown Vic = \$370 Vs. Cavalier = \$209).
- ❑ Fleet could help you look for vehicles that could be served with less expensive vehicle options. (IE. Truck for a golf cart or Mule type vehicle, Box trucks in DIO replaced by Cargo vans, etc)
- ❑ Fleet could help agencies identify vehicle applications where two (2) vehicles can be replaced with one (1) larger vehicle. (IE. 2 sedans replaced by a van, etc)
- ❑ Review agency 4x4 units and determine if needed. Perhaps a 4x4 could be replaced with a smaller more fuel-efficient vehicle. This could save as much as \$60 per month per unit in lease payments.
- ❑ Look for opportunities to reduce any agency "Take-home (commute) vehicles and pay POV reimbursement mileage for callout.
- ❑ Identify vehicles not being used & turn into DFO & use pools or POV reimbursement.
- ❑ Agencies could pool larger specialized equipment units between agency locations with low use and transport between facilities. (i.e. boom trucks, dump trucks, tractors, backhoes, mowers, etc.)



From the Director, Continued

The 5% Fleet Reduction deadline is June 30, 2003. If you have questions, call Fleet Operations.

- ❑ Fleet could assist agencies to identify vehicle neglect, abuse or any fees being charged to users.
- ❑ Agencies could identify "unassigned or low use vehicles " being used for spares and use the DFO daily pool as an alternative.
- ❑ Reduce all non-essential police packages in agencies for regular sedans that are less expensive to lease.
- ❑ Identify vehicles using "Premium fuel" that could be operated on unleaded. This saves about .20 cents a gallon

FUEL

Average U.S. Retail Gasoline Price Highest Since September 2001

The U.S. average retail price for regular gasoline rose for the sixth week in a row last week, increasing by 0.5 cent per gallon as of January 20 to end at 145.9 cents per gallon, the highest price since September 24, 2001. This price is also 35.4 cents per gallon higher than last year. Prices throughout most of the country were up, with the largest increase occurring on the West Coast, where prices rose 3.0 cents to end at 154.8 cents per gallon. The Midwest was the only region that saw a price decrease, with prices falling by 0.4 cent to end at 143.8 cents per gallon.

Retail diesel fuel prices increased last week, rising to a national average of 148.0 cents per gallon as of January 20. Retail diesel prices were up throughout most of the country, with the largest price increases occurring in the Gulf Coast and West Coast, where prices rose 0.8 cent per gallon to end at 145.4 cents per gallon and 152.8 cents per gallon, respectively.

Definitions of Gasoline Grades

The classification of gasoline by octane ratings. Each type of gasoline (conventional, oxygenated, and reformulated) is classified by three grades - Regular, Midgrade, and Premium. Note: Gasoline sales are reported by grade in accordance with their classification at the time of sale. In general, automotive octane requirements are lower at high altitudes. Therefore, in some areas of the United States, such as the Rocky Mountain States, the octane ratings for the gasoline grades may be 2 or more octane points lower.

Regular Gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 85 and less than 88. Note: Octane requirements may vary by altitude.

Midgrade Gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 88 and less than or equal to 90. Note: Octane requirements may vary by altitude.

Premium Gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than 90. Note: Octane requirements may vary by altitude.

SAFETY TIP

Driving at high speeds on wet pavement with the cruise control engaged can cause an automobile to hydroplane and could result in a deadly accident. This has been confirmed by sources ranging from insurance companies to state police to the National Automobile Dealers Association, which bluntly advises: "Never use cruise control when road conditions are slippery."

Your cruise control does not know the difference in road surface types. This makes having it activated dangerous, because it will not allow you to slow down during a skid and you will continually accelerate. This does not allow the driver to regain control of the vehicle.

Using Cruise Control on Wet Roads or During Heavy Rain Can Cause You to Lose Control of Your Vehicle

State Surplus Public Sales

Please visit our site at <http://fleet.utah.gov/services/policies/fofleetpolicies.htm> to review our policies.



A new feature has been added to the Utah State surplus web-page.

The public can now go online and bid for an assortment of surplus property. Online auctions have been thriving for the past several years, and have been very successful in bringing together a wide variety of buyers.

The auction web-page became active in December 2002. First indications are encouraging. The Division of Fleet & Surplus Services (DFSS) I.T. teams is currently working on listing our site on various network search engines, and have identified additional enhancements to streamline the online auction experience.

In addition, State surplus will now offer packaging/shipping on a limited basis. Which means, we will wrap, box, and deliver for mailing those items that we can handle manually. Large or heavy items will still

require that the buyer contact a certified service that has the resources to crate and ship safely.

Please visit our site at <http://fleet.utah.gov/services/surplus/auctioninfo/auctioninfo.htm>

You may also want to visit the Federal surplus auction site at <https://www.gsaauctions.gov/index.jsp>

If you search by "Utah" you will see what's available locally for bid.

If you have any questions regarding either auction site please feel free to contact the surplus agency at (801) 619-7200. We hope you will take the time to visit us online.

Please visit our site at <http://fleet.utah.gov/services/surplus/auctioninfo/auctioninfo.htm>

Antler & Hides Auction



State surplus completed a Antler & Hides auction on February 14, 2003. This is one of the most popular auctions held at State surplus. The Antlers and Hides come from, Utah Division of Wildlife Resources- Law enforcement.

Many of the items in this auction are a result of poachers, however, other items may be from road kills or collection of shed antlers

by wildlife officers.

The proceeds from this auction go back to the Wildlife Division for fighting poachers. Poaching is defined as any illegal taking of fish, game or non-game wildlife. One does not realize how pervasive and wide spread poaching has become until you see the hundreds of items being auctioned off at State surplus.

The last wildlife auction was held on March 23, 2001. Due to the 2002 Olympics there was no Wildlife auction last year. This year we had 305 people in attendance with 112 bidder cards issued. This is three times the number of attendees and bidders over the last auction.

Many bidders are hobbyists looking to buy antlers for belt

buckles, light fixtures, knife handles and pistol grips. Other bidders look to sell their winnings overseas, mostly to the Asian market. The remaining bidders are everyday people looking to decorate their cabin or home with a wildlife theme. Surplus personnel work hard to set-up and perform this auction. They take pride in the fact that the proceeds and their efforts contribute to fighting poaching in Utah. We hope to see you at the next auction. Check our website for future auction dates.

<https://www.gsaauctions.gov/>



2003 Registration Renewals for Vehicles with EX Plates

It is that time of year when those vehicles with "EX" plates need to be safety and emission tested. Any vehicle leased through Fleet Operations must have the tests completed and the certificates forwarded to the DFO offices in Draper. Please send the paperwork for only those vehicles that are leased through Fleet Operations. Fleet Operations cannot renew registration for vehicles that are titled to other State agencies.

The following are a few guidelines to keep in mind as you take vehicles in for safety and emission testing:

- All vehicles in Salt Lake, Davis, Weber and Utah Counties are required to have an emission inspection.
- Vehicle model years 2002, 2000, 1998 and 1996 are not required to have a safety inspection this year. All other model years are required to obtain a safety inspection.
- All full service lease vehicles from DFO should arrange to have the vehicle tested as outlined above, by an authorized ARI vendor. If you need help finding an ARI vendor please call 1-800-CAR-CARE and an ARI representative will provide you for a list of approved vendors near your location.
- On the bottom of the safety and/or emission form write the vehicle number and county where the vehicle is located.
- For those vehicles that require both safety and emission tests there will be one certificate with two validation numbers. The one printed in the upper right corner is for the emission test and the one in the body of the certificate is for the safety test. If a vehicle only needed the emission test (per above model years) the safety number will read 'separate safety required'.

However, if your vehicle requires a safety and it doesn't pass the test the same wording will be printed on the certificate and you will receive a separate sheet of paper for the safety test once the vehicle passes. It is very important that both certificates are forwarded to Fleet Operations stapled together

- You will receive a report from the testing station, along with your certificates, that details the diagnostics of the tests. At the top of the sheet the words "This document must remain in the vehicle" will be printed. Do not send this to Fleet Operations, please put it in the vehicle.
- Make a copy of each certificate before forwarding to Fleet Operations. Put the copies in the glovebox of the vehicle.

Postal Mail:
Fleet Operations
Licensing
PO Box 141152
S.L.C., UT 84114-1152

Interoffice Mail:
Fleet Operations
Licensing
Box 1152

- All EX certificates are due to Fleet Operations no later than April 15, 2003. Any certificates that do not arrive by the due date may not make the motor vehicle report and therefore the new registration may be delayed. As soon as the new registration certificates are available, they will be sent to you.

If you have any questions contact Charlotte Wilkes at (801) 619-7245 or Anne Stehno at (801) 619-7242.

Thank you for your cooperation in returning the certificates by the due date.

- Fleet Operations will renew the vehicles that do not need certificates as per the licensing regulations automatically. Please pay careful attention to the table above regarding which vehicles need emission and/or safety testing and which don't. In this time of budget cut-backs, Fleet Operations doesn't want any testing on vehicles that don't require them.